

GERMAN PAPERS SHARPLY DIVIDED ON SALE OF ARMS

Purchase of Supplies in the
United States by Allies Finds
Strong Defenders.

VON REVENTLOW ANGRY

Vigorously Attacks Those Who
Show a Friendly Feeling
Toward America.

BERLIN, via London, June 16.—Commenting on the aeroplane attack upon Karlsruhe, Paul Becker, assistant chief editor of the Tages-Zeitung, terms it "a nefarious and senseless act" for which "unscrupulous retaliation" is demanded. He declares Germany hitherto has retaliated for the bombardment of defenseless unfortified cities only by the bombardment of military localities, but that an example should now be made.

Herr Becker suggests that the best step would be a bombardment of the western portion of London. He thinks the retaliatory measures should be extended also to other departments of warfare.

Count Ernest von Reventlow, the naval expert of the same paper, returns this morning to the attack upon the article of Eugen Zimmermann, general director of the Lokal Anzeiger, in favor of efforts toward a German-American understanding.

In an article headed "German Propaganda for Deliveries of Weapons to Germany's Enemies," Count von Reventlow says the defense by German newspapers of these weapon deliveries is one of the most incredible things which has occurred during the war. He attacks Vorwaerts for its approval of the Lokal Anzeiger's proposal and again assails the latter paper for declaring there was no occasion for indignation at the attempt of England to starve out Germany, which was held to be legitimate warfare.

The Kreuz Zeitung also attacks the Lokal Anzeiger for its article of Monday, especially the declarations concerning the sale of weapons by Americans.

Prof. Otto Hoetsch, a regular contributor to the Kreuz Zeitung, declares there is no truth in the report of a secret understanding between the United States and Great Britain, and it warns against rendering the relations between Germany and the United States more acute by the publication of statements of this nature.

The Boerse Zeitung adopts the same point of view as the Lokal Anzeiger, that there may be another side to the question of the shipment of American arms to the allies. This newspaper refers to Germany's opposition at The Hague conference to the prohibition of this practice, and declares the reproach that America is selling only to the allies to be untenable for the reason that it cannot sell to Germany.

The most that can be said, this newspaper declares, is that this is a departure from the ideal of humanity. The Government might possibly forbid such traffic, "but it would make itself more unpopular than it is."

"Mr. Bryan's suggestion to forbid such traffic," this newspaper goes on to say, "would almost entirely remove the points of friction between America and Germany."

Modern Home Lacks Business Management And Efficiency, Says "Domestic Engineer"

SHE OVERLOOKS BASIC CONSIDERATIONS
IN THE HOME FOR FOOLISH DETAILS



Husband and Children Should Help, Says Mrs. Pattison, Pointing Out Some Troubles of Modern Homes and How They Can Be Avoided—Simplicity That Makes for Easy Work and Beauty, Too.

This is the first of a series of articles for the American housewife given to The Evening World by Mrs. Frank A. Pattison, author of "Principles of Domestic Engineering, or the What, Why and How of a Home." Mrs. Pattison's new and comprehensive study of home efficiency is based on her practical experiences in Colonia, N. J., as housewife, as mother, and as manager of the Household Experiment Station of the New Jersey Federation of Women's Clubs, of which she was formerly president. In the first interview important problems of the modern home are summarized; interesting solutions will appear in forthcoming articles.

By Marguerite Mooers Marshall.

ARTICLE I.

What Is the Matter With the Modern Home?

To prove to women that housework can be minimized, standardized and professionalized.

To show them a big financial profit in the business of home-making, through the use of the most efficient machines, methods and motives.

To convince them that, by the same procedure, a saving of more than 50 per cent. in time, health and beauty may be effected.

These are some of the things that Mrs. Frank A. Pattison of Colonia, N. J., hopes to do. And if there is any better time for her to do them than the present moment I don't know it. We are at the beginning of a hot summer, and for many a weary woman the problems of home-making are intensified. Personal drudgery, servant perplexities, entertaining, the high cost of living, all these details increase in difficulty during the warm months and tend ever to obscure for the wife and mother the first principles on which her home should be founded.

Yet the ignoring of these principles is the basic reason for the unhappiness and inefficiency of many American homes. In the opinion of Mrs. Pattison. That was one of the first things I learned during my long talk with her in her airy summer living room, which has a roof and a floor and plenty of comfortable wicker furniture but only one whole wall.

HER IDEA OF WHAT AMERICAN HOME SHOULD BE.

What are the first principles of the home? This is how she defines its functions:

"A home is the constant production of an atmosphere or state of organized existence for the purpose of providing proper shelter, comfort, nourishment and encouragement for the development of each individual member."

"That is what the American home should be," said Mrs. Pattison. "What many an American home actually is has been described with perfect truth by Emerson: 'The houses of the rich are confectioners' shops where we get sweetmeats and wine; the houses of the poor are imitations of these to the best of their ability. With these ends housekeeping is not beautiful; it cheers and raises neither the husband, the wife, nor the child, neither the host nor the guest; it oppresses women.'"

She paused a moment, her delicate brows arched. She is an unusually beautiful woman, with a serenity of expression and manner lovelier and rarer than her brown eyes and Cupid's bow mouth.

"But why does the American home so frequently fail to reach the ideal?" I asked. "What is the matter?"

In Mrs. Pattison's reply there is counsel for every day in the year, but counsel especially worth remembering in June days.

"The first really serious problem of the practical home is centered in the complexity and luxury of modern conventions," she said quietly. "It can be solved through individual choice and independence."

"Why does the home-maker cumber her days with so much that hasn't sufficient value in its relation to the home to warrant its cost? Why tablecloths for dinner, when their purchase price and upkeep are expensive and every other meal in the day may be exquisitely served on a bare table? Why vases on the mantelpiece and cabinets filled with ornaments? Why elaborately trimmed and decorated beds?"

"It isn't that I would sacrifice beauty," Mrs. Pattison added quickly. "But confusion and over-elaboration are not beauty. In our house there isn't a single mantelpiece or a single cabinet full of useless, dust-collecting objects. Why should any housekeeper feel compelled to serve a dinner of many courses? Every one at the table is bored to death with them. A few well-chosen dishes make a much more pleasing meal."

"It seems to me that there are many things for the home-maker to consider besides new deserts and original designs in pillow-shams. My book was written in protest against that sort of thing. It makes me impatient and disgusted with every woman's magazine I pick up, particularly with the magazine run by that man!" With a disdainful pucker of her mouth Mrs. Pattison mentioned the name of the male editor of a certain periodical printed especially for women.

The servant makes for much of the discomfort and nervous tension under which many a home is operated," she continued. "Both the mistress and the maid suffer from the servant question in its present status. 'We have come to the point where the woman who wants a general houseworker can be sure of nothing in the candidates who present themselves except an insistence on \$25 a month, with the best of food and lodging, and a transient willingness to learn the English language and a few of the mistress's ways.'"

"On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery. The maid-of-all-work sells her entire time, since she has to live in the house where she works. She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will."

LABOR SAVING EVERYWHERE BUT IN THE HOME.

Remembering her work at the Household Experiment Station I asked Mrs. Pattison if she didn't consider the lack of proper tools a serious drawback to modern home-making.

"That is the case," she agreed. "Efficient factories and offices are equipped with all the new time-and-labor-saving devices. Why should the housewife struggle along with a broom instead of a vacuum cleaner, a coal stove instead of a gas or electric heater and fireless cooker?"

"The woman behind the tools, however, is more important than the tools themselves. One reason for the failure of many a house is that its mistress has not been trained for her responsibilities. Until recent years a woman hardly an Eastern college for women considered that home management was of sufficient cultural value to be included in the curriculum. When untrained daughters became untrained wives and mothers the home suffers."

"That leads up to the final weakness I have noticed in many American homes—the lack of co-operation between housewife, husband and children. A man ought not to deny his wife the benefit of his business knowledge when the efficient administration of the home is in question, nor ought the children to be so patterned by nurse or mother that they become helpless members of the home organization."

In the next article Mrs. Pattison will take up in detail one of the problems she has touched upon to-day, and will tell "How to Solve the Servant Problem."



There is no cooperation in the home.

I think you might help me.

Teach the baby to dress itself.

Why have a big linen closet?

Incompetent servants and poorly equipped kitchens are undesirable.

It isn't that I would sacrifice beauty," Mrs. Pattison added quickly.

But confusion and over-elaboration are not beauty. In our house there isn't a single mantelpiece or a single cabinet full of useless, dust-collecting objects.

Why should any housekeeper feel compelled to serve a dinner of many courses? Every one at the table is bored to death with them.

A few well-chosen dishes make a much more pleasing meal.

It seems to me that there are many things for the home-maker to consider besides new deserts and original designs in pillow-shams.

My book was written in protest against that sort of thing. It makes me impatient and disgusted with every woman's magazine I pick up, particularly with the magazine run by that man!

With a disdainful pucker of her mouth Mrs. Pattison mentioned the name of the male editor of a certain periodical printed especially for women.

The servant makes for much of the discomfort and nervous tension under which many a home is operated," she continued.

Both the mistress and the maid suffer from the servant question in its present status.

We have come to the point where the woman who wants a general houseworker can be sure of nothing in the candidates who present themselves except an insistence on \$25 a month, with the best of food and lodging, and a transient willingness to learn the English language and a few of the mistress's ways.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

On the other hand, domestic service is believed to be but menial drudgery, and the form of contract is semi-slavery.

The maid-of-all-work sells her entire time, since she has to live in the house where she works.

She may receive some of the time back as a gift, but she is practically owned by her mistress who regulates conditions and hours of labor according to her own sweet will.

MR. PELL'S INCOME AVERAGED \$20,000, HIS WIDOW SAYS

His Daughter Isabella's Allowance While at School Was \$150 a Month.

MR. PELL'S PRESENTS.

His Wife's Allowance \$600 a Month, and \$3,000 to \$4,000 a Year for Dresses.

The earning capacity of S. Osgood Pell, his income, his expenses and his general mode of living were the basis of the testimony brought forth to-day in the suit of Mrs. Pell, his widow, for \$250,000 against the Long Island Railroad for damages resulting from his death in a motor accident at the Wreck-Lead crossing near Long Beach on the night of Aug. 3, 1913.

The suit was resumed at 10:30 o'clock this morning before Justice Aspinwall and a jury in the Supreme Court, Long Island City.

Accompanying Mrs. Pell in the court room to-day were Mrs. William S. Laimbeer, whose husband was mortally injured in the same accident, and who testified so dramatically yesterday afternoon about the accident, and Miss Isabella Pell, Mrs. Pell's young daughter. They had seats in the front row of the spectator's bench.

Miss Pell was called by former Justice Augustus Van Wyck, Mrs. Pell's attorney, to testify as to the allowance her father made her while she was at a private school—\$150 a month.

Mrs. Pell's testimony concerned her husband's income, which she said was usually \$20,000 a year, but that it went to \$30,000 and some years to \$40,000. At times it dropped to \$10,000.

The first witness to-day was Chief of Police Charles W. Hewitt of Long Beach, who testified that he went to the Wreck-Lead crossing on the morning of Aug. 5, two days after the accident. He was asked if he saw a sign relative to the hours during which a watchman or flagman was on duty at the crossing.

"There was a sign," he replied, "which read: 'Notice—This crossing is protected from 10 A. M. to 10 P. M. only.'"

Q. You had seen that sign often at the crossing? A. Yes.

Q. Was it standing up in full view at the crossing when you saw it on Aug. 5? A. No, it was not. On that day it was on the ground, leaning against the flagman's box and behind it. Its face was against the shanty.

Guy P. Switzer, superintendent of the Chalmers Motor Company, testified that Mr. Pell's car was a 1910 Chalmers of 30-horsepower rating, but actually of 22½ horsepower.

For the third time Herbert Patterson of Lynbrook was recalled by Justice Van Wyck that he might testify as to the accuracy of his previous testimony concerning the lighted cars of the train which struck the Pell car. He has stated that as there were lighted cars on each side of the crossing, with darkness between, he thought two trains were then running in opposite directions, and Justice Van Wyck wished the jury to get this clearly.

Mrs. Pell when called gave her address as Westbury, L. I. She testified that she had a car of her own, but that her husband ran a car and that he always was most careful. Also that she had horses and carriages, and frequently entertained guests in her home.

Q. How much did Mr. Pell allow you for household expenses? A. \$600 a month.

Q. What allowance did he make you for dresses? A. From \$3,000 to \$4,000 a year.

Q. You went to Europe at his expense? A. Yes.

Q. What did the trip cost? A. The last trip cost about \$1,500.

Justice Van Wyck asked Mrs. Pell about the hotels she had visited, and she enumerated hostilities at Narragansett Pier, Saratoga and in the Adirondacks.

Q. What presents did your husband give you? A. My home in Westbury.

Q. What jewelry did he give you? A. A \$4,000 string of pearls, a sapphire ring valued at \$1,200, a diamond brooch worth \$1,200, a diamond pin costing \$150 and a diamond and ruby horse shoe pin. Also, he gave me a set of furniture made to order, a solid gold bureau set of comb, brush, mirror and toilet bottle. This cost \$500.

Q. What did Mr. Pell allow his daughter? A. \$150 a month.

Q. Describe it and what you saw. A. I had passed the Wreck-Lead crossing and was on the way to Rockville Centre when I saw the train, but I thought at first it was a town, but then I saw it was a train of cars, six or eight of them, and only the last two cars were lighted.

Q. Did the train have a headlight? A. Not so far as I could see.

Frederick A. Carman, a mechanic of Lynbrook, who was a passenger on the train which struck the Pell car, testified that he alighted at Lynbrook before the accident occurred.

Q. How many cars were there in the train? A. Seven cars.

Q. How many were illuminated? A. Only the last two; the first five were dark.

Q. What lights were lighted in the front car? A. A red light and a green light.

Q. Any others? A. I couldn't say.

The witness explained that he tried to get into the first car of the train, but it was dark, and so were the next four cars, so he had to take the sixth, or first lighted car.

To Mr. Littleton Carman said he was a discharged employee of the Long Island Railroad, having been a telegraph operator and station agent until April, 1913.

Mrs. Mary C. Leonard of Kingsbridge, N. Y., who for more than seven years was stenographer to Mr. Pell, leaving his employ when she was married in September, 1913, was asked by Justice Van Wyck to give the amount of the commissions Mr. Pell received for real estate sales in 1912. The witness read from a memorandum of her own that in January he received \$5,000; in February, \$600, and in March, \$2,750.

Q. What was his net share of commissions for 1912? A. It amounted to \$6,770.

The witness explained that Mr. Pell had a partner in the real estate business, Clark T. Chambers, who divided the total commissions with him.

NEW CONEY ISLAND LINE CAN MAKE FAST TIME

Train To-day Does It in 39 Minutes, But Can Cut It to 25.

A two-car subway train traveled from Coney Island to the station under the Municipal Building in Manhattan in thirty-nine and a half minutes to-day. The run was made over the new Fourth Avenue and Sea Beach line, which will be formally opened next Tuesday.

When the road is in smooth running order the time can be cut to twenty-five minutes. Officials of the I. R. T. announced that for the present, the running time for expresses will be thirty-two minutes and for locals forty-one minutes. The best running time now made to Coney Island over the Brighton Beach line is thirty-six minutes.

The new Coney Island express cars are sixteen feet longer than any car now operated, a foot and a half wider, better lighted and ventilated and more comfortable generally.

ARE MORE LAWYERS IN SING SING THAN POLICE?

District Attorney Says So in Answering Counsel for Defendant.

Attacking the police for the alleged framing up of his client on trial for abortion before Judge Macone in General Sessions to-day, Lawyer Francis L. Corrao of No. 356 Fulton Street, Brooklyn, said:

"They even prostitute our churches and cathedrals in framing up cases."

Tortures of Indigestion

Miseries of Constipation

Evils of Impure Blood

Quickly and Safely Removed by

EX-LAX

The Chocolate Laxative

Ex-Lax Saves Pain and Suffering; makes people healthy and is safe for infants and grown-ups.

Ex-Lax is guaranteed to be efficient, gentle, harmless.

A 10c. Box Will Prove This. Try It To-day. All Druggists.

fourteen-year-old daughter? A. He allowed her \$150 a month and her school expenses of \$750 a year.

At the time of his death, she said, Mr. Pell was thirty-eight years old, very active and "always on the go."

On cross-examination Mrs. Pell came near to breaking down when Mr. Littleton asked her when she and Mr. Pell were married. She tightened her lips in evident distress, lowered her eyes, and said very slowly, "March 4, 1902."

Q. Miss Isabella Pell is not your daughter? A. No. My husband's by a former marriage.

Miss Isabella Pell, the pretty daughter, who will be fifteen years old next month and is large for her age, was the next witness. She spoke in a fresh crisp voice and corroborated Mrs. Pell's testimony as to the amounts her father allowed her. She was not cross-examined.

Miss Gertrude E. Gorman of No. 236 Madison Avenue, whose car was the fifth in the line of those held up by the accident, testified that when she saw the train at the crossing it was "brilliantly lighted." It was her motor car which carried Mrs. Laimbeer, then thought to be fatally injured, to the Hotel Nassau at Long Beach. When she stepped from the stand Mrs. Laimbeer crossed the court-room to meet her. They had a brief chat.

Arthur W. Kelly, brother of Miss Eugenia Kelly, and secretary to Frank J. Gould, was the next witness. He was driving toward New York on the night of the accident.

Q. You saw the train which collided with the Pell car? A. Yes.

Q. Describe it and what you saw. A. I had passed the Wreck-Lead crossing and was on the way to Rockville Centre when I saw the train, but I thought at first it was a town, but then I saw it was a train of cars, six or eight of them, and only the last two cars were lighted.

Q. Did the train have a headlight? A. Not so far as I could see.

Frederick A. Carman, a mechanic of Lynbrook, who was a passenger on the train which struck the Pell car, testified that he alighted at Lynbrook before the accident occurred.

Q. How many cars were there in the train? A. Seven cars.

Q. How many were illuminated? A. Only the last two; the first five were dark.

Q. What lights were lighted in the front car? A. A red light and a green light.

Q. Any others? A. I couldn't say.

The witness explained that he tried to get into the first car of the train, but it was dark, and so were the next four cars, so he had to take the sixth, or first lighted car.

To Mr. Littleton Carman said he was a discharged employee of the Long Island Railroad, having been a telegraph operator and station agent until April, 1913.

Mrs. Mary C. Leonard of Kingsbridge, N. Y., who for more than seven years was stenographer to Mr. Pell, leaving his employ when she was married in September, 1913, was asked by Justice Van Wyck to give the amount of the commissions Mr. Pell received for real estate sales in 1912. The witness read from a memorandum of her own that in January he received \$5,000; in February, \$600, and in March, \$2,750.

Q. What was his net share of commissions for 1912? A. It amounted to \$6,770.

The witness explained that Mr. Pell had a partner in the real estate business, Clark T. Chambers, who divided the total commissions with him.

NEW CONEY ISLAND LINE CAN MAKE FAST TIME

Train To-day Does It in 39 Minutes, But Can Cut It to 25.

A two-car subway train traveled from Coney Island to the station under the Municipal Building in Manhattan in thirty-nine and a half minutes to-day. The run was made over the new Fourth Avenue and Sea Beach line, which will be formally opened next Tuesday.

When the road is in smooth running order the time can be cut to twenty-five minutes. Officials of the I. R. T. announced that for the present, the running time for expresses will be thirty-two minutes and for locals forty-one minutes. The best running time now made to Coney Island over the Brighton Beach line is thirty-six minutes.

The new Coney Island express cars are sixteen feet longer than any car now operated, a foot and a half wider, better lighted and ventilated and more comfortable generally.